

EMERGENCY PROCEDURES

C-182T N354CP

ENGINE FAILURES

Engine Failure During Takeoff Roll

1. Throttle Control **IDLE**
2. Brakes **APPLY**
3. Wing Flaps RETRACT
4. Mixture Control.. IDLE Cut-Off
5. Magneto Switch OFF
6. Stby Batt Switch..... OFF
7. Master Switch (Alt & Bat). OFF

FORCED LANDINGS

Emergency Landing Without Engine Power

Engine Failure Immediately After Takeoff

1. Airspeed.....
2. Mixture Control.. IDLE Cut-Off
3. Fuel shutoff valve OFF
4. Magneto Switch OFF
5. Wing Flaps.... AS REQUIRED(Full Flaps Recommended)
6. Stby Batt Switch..... OFF
7. Master Switch (Alt & Bat).OFF
8. Cabin Door..... UNLATCH
9. Land..... STRAIGHT AHEAD (best glide speed).

Engine Failure During Flight (Restart Procedures)

1. Airspeed..... **75 KIAS**
2. Fuel Selector Valve**BOTH**
3. Fuel Pump Switch..... **ON**
4. Mixture **RICH**
5. Magneto Switch..... BOTH (or Start if propeller is stopped)

Note
If propeller is windmilling, engine will restart automatically within a few seconds.

a few seconds. If propeller has stopped (possible at low speeds), turn Magnetos switch to Start, advance throttle slowly from idle, and lean the mixture from full rich, as required to obtain smooth operation.

Fuel Pump Switch

Note

If the indicated fuel flow (FFLOW GPH) immediately drops to zero, a sign of failure of the engine-driven fuel pump, return the Fuel Pump switch to the On Position.

5. Selected Field **FLY OVER** noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed.
6. Avionics Switch (Bus 1 & 2) OFF
7. Electrical Equip. Switches... OFF
8. Wing Flaps Full (on final approach).
9. Airspeed 70 KIAS
10. Stby Batt Switch..... OFF
11. Master Switch (Alt and Bat).OFF
12. Doors..... UNLATCH

Fire During Start On Ground

1. **Magneto Switch** **START** (continue cranking to start engine).
2. Power 1700 RPM for a few minutes.

3. Engine Shut Down and inspect for damage.

1. **Engine Fails To Start:**
2. Throttle Control ... **FULL OPEN**
3. Mixture Control ... **IDLE Cut-Off**
4. **Magneto Switch** **START** (continue cranking).

5. Fuel Selector Valve.....Push Down and Rotate OFF.
6. Fuel Pump Switch..... OFF
7. **Magneto Switch** OFF
8. **Stby Batt Switch**..... OFF

9. **Master Switch (Alt & Bat)**. OFF
10. Engine SECURE
11. Parking Brake..... RELEASE
12. Fire Extinguisher OBTAIN
13. Airplane EVACUATE
14. Fire EXTINGUISH using fire extinguisher, wool blanket or dirt.

15. Fire Damage INSPECT

10. Face CUSHION at touchdown with folded coat.
11. ELT
12. Airplane ACTIVATE through cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
13. Life Vests and Raft INFLATE When Clear Of Airplane

Fires

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Engine Fire in Flight

1. Mixture Control...**IDLE Cut-Off**
2. Fuel Selector Valve.....Push Down and Rotate to OFF
3. Fuel Pump SwitchOFF
4. Stby Batt Switch.....OFF
5. Master Switch (Alt & Bat).OFF
6. Cabin Heat and AirOFF (except overhead vents)
7. Airspeed100 KIAS
(If fire is not extinguished, increase glide speed to find an airspeed, within airspeed limitations, which will provide an incombustible mixture)
8. Forced LandingEXECUTE Refer to Emergency Landing Without Power

Electrical Fire in Flight

1. Stby Batt Switch.....OFF
2. Master Switch (Alt & Bat).OFF
- 3.Vents/Cabin Air/Heat .CLOSED
4. Fire Extinguisher....ACTIVATE
5. Avionics Switch (Bus 1 & 2)..OFF
6. All Other Switches (except magnetos switch)OFF

Warning
After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.

7. Vents/Cabin Air/HeatOPEN when it is ascertained that fire is completely extinguished
- If fire has been extinguished and electrical power is necessary for continued flight to nearest suitable airport or landing area.

Air Data System Failure

Red X – PFD Airspeed Indicator

1. ADC/AHRS Circuit Breakers Check In (ESS BUS and AVN Bus 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Airspeed Indicator. Use for airspeed information

Red X – PFD Altitude Indicator

1. ADC/AHRS Circuit Breakers... Check In (ESS BUS and AVN Bus 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby AltimeterCheck current barometric pressure Set Use for Altitude Information.

Attitude And Heading Reference System (AHRS) Failure

Red X – PFD Attitude Indicator

1. ADC/AHRS Circuit Breakers... Check In (ESS BUS and AVN Bus 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Attitude Indicator ... Use for attitude information.

Red X – Horizontal Situation Indicator (HSI)

1. ADC/AHRS Circuit Breakers... Check In (ESS BUS and AVN Bus 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Non-Stabilized Magnetic CompassUse for heading information

Display Cooling Advisory

PFD1 Cooling or MFD1 Cooling Annunciator(s)

1. Cabin HeatReduce to min.
2. Forward Avionics Fan...Check (feel for airflow from screen on glareshield).

If **Forward Avionics Fan Has Failed**

3. Stby Batt Switch...Off (unless needed for emergency power).
- If **PFD1 Cooling or MFD1 Cooling Annunciator Does Not Go Off Within 3 Minutes Or If Both PFD1 Cooling And MFD1 Cooling Annunciators Come On**
3. Stby Batt Switch...Off (Land as soon as practical)

Vacuum System Failure

Low Vacuum Annuator Comes On

Caution
If Vacuum Pointer Is Out Of The Green ARC During Flight Or The Gyro Flag Is Shown On The Standby Attitude Indicator. The Standby Attitude Indicator Must Not Be Used For Attitude Information.

1. Vacuum Indicator (VAC)... Check EIS System page to make sure vacuum pointer is in the green arc limits.
- For all other Emergency/Abnormal Procedures. See the POH – Section 3.

I certify this checklist has been coordinated for accuracy.

John A. Clegg 03/13/04
Wing Director of Maintenance Date

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